MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
INTELLIGENT TRANSPORTATION SYSTEMS COMMITTEE

July 5, 2006
MAG Cholla Room, 2nd Floor
302 North First Avenue
Phoenix, Arizona

<u>MEMBERS ATTENDING</u>

Debbie Burdette, City of Glendale
Alan Sanderson, City of Mesa
Mike Mah, City of Chandler
Ken-Ichi Maruyama, Town of Gilbert
Faisal Saleem for Nicolaas Swart,
Maricopa County
Ron Doubek, City of Phoenix
*Bob Ciotti, RPTA
*Mike Lockhart, DPS
*Nick Mascia, City of Surprise
Thomas Chlebanowski, Town of Buckeye
Michael Pacelli for Mark Young, Town of
Queen Creek

*Bruce Dressel, City of Scottsdale
*Jim Decker, City of Tempe
Tim Wolfe, ADOT
Ron Amaya, City of Peoria
*Scott Nodes, ADOT
*Mary Kihl, ASU
Alan Hansen, FHWA
*Dennis Murphy, Phoenix Aviation
Gus Woodman for Kelly LaRosa, City of
Avondale
*BJ Cornwall, City of El Mirage
Arkady Bernshteyn, Valley Metro Rail

<u>OTHERS PRESENT</u>

Milton Coleman, KCS-systems
Tom Buick, Morrern-Maierle
Sarath Joshua, MAG
Eileen O'Connell, MAG

Bill Meador, Compel
Nolan Hess, TransCore
Kiran Guntupalli, MAG
Leo Luo, MAG

*Not present or represented by proxy

1.   <u>Call to Order</u>
     Chairman Alan Sanderson called the meeting to order at 10:05 AM.

2.   <u>Approval of June 7, 2006 Meeting Minutes and Introductions</u>
     Ron Amaya moved to approve minutes, Mike Mah seconded and it was unanimously carried
     to approve the minutes of the June 7, 2006 ITS Committee meeting.

3.   <u>Call to Audience</u>
     Chairman Alan Sanderson made a call to the audience providing an opportunity to members
     of the public to address the ITS Committee. No comments were received from the public.

4.   <u>Program Managers Report</u>
     Program Manager's report consisted of an announcement of the next meeting of the Arterial
     ITS Working Group, scheduled for 10:00 a.m. Monday, July 17, 2006 in the Ocotillo Room.

5.   <u>ALCP Requirements for Arterial ITS Projects-an Update</u>

Eileen O'Connell updated the ALCP Requirements for the Arterial ITS Projects. It was suggested that the Arterial ITS program being pulled out of the ALCP in order to better implementing Arterial ITS projects. As a result, no agreement is required between MAG and member agencies regarding Arterial ITS projects. However, certain requirements may need to conform to Prop. 400. It was suggested that these requirements would serve as guidelines in the Arterial ITS White Paper. Project overview is required before the launch of the ITS projects and progress reports including schedule, contact, background information, budget, etc. are also required. Sarath Joshua mentioned that the Arterial ITS White Paper would need to address the reporting requirements according to RTP. Thus, the White Paper will become the document that defines the entire arterial ITS plan. In addition, the requirements on the regional ITS Architecture at the federal level can also be included in the White Paper.

6. <u>Joint Project on Automated Vehicle Location (AVL) for Signal Preemption</u>
Alan Sanderson briefed the committee on the background of the AVL project. The project was originally proposed as a joint project between Chandler, Gilbert, Mesa and Tempe. However, since available AVL technology had not progressed as anticipated, the project was not feasible as first proposed. The most recent discussion among the agencies had pointed to the possibility of each agency launching a separate project. During the ensuing discussion the four agencies decided not to separate the funding to develop their own projects. Instead, they preferred to change the scope of the project. The four cities proposed to change the project from pilot Fire AVL project to upgrading their emergency vehicle preemption systems. Because Tempe is a self-certified agency, Tempe will carry out the procurement process on behalf of the four cities. New committee member, Mr. Ken-Ichi Maruyama, representing the Town of Gilbert, agreed to participate in a briefing with the three other partnering cities to learn about the project. The briefing was scheduled to be held immediately following the committee meeting. No decision was made on the change of the scope. The item was tabled for discussion at the next meeting.

7. <u>Accuracy and Evaluation of FMS detectors</u>
Leo Luo briefed the committee on the results of the Accuracy Evaluation of ADOT Freeway Management System Detectors conducted by the Texas Transportation Institute (TTI). He made the following observations:

•**Traffic Counts -** Passive acoustic detectors (PADs) had higher count error than inductive loop detectors. PADs consistently undercounted traffic, whereas loop detectors appeared to have random errors. Both PAD and loops had lower error during light traffic and higher error during peak traffic periods

•**Truck Classification Counts -** Both Loops and PADs perform poorly in accurately classifying trucks. The magnitude of the truck count error may not be directly comparable to the total traffic count errors due to the small number of trucks

•**Speed Measurement**
Loops are slightly more accurate than PADs. Speed measurement errors nearly doubled for PADs during heavy traffic, whereas the errors for Loops were comparable between light and heavy traffic

•**Other results**

The count accuracy of the portable radar detector was comparable to that of the loops. The count accuracy of the permanent magneto-resistive detector was better than the Loops. Gus Woodman asked if the project evaluated video detection. Sarath Joshua replied that no video detection devices are used in the Freeway Management System (FMS). Thus, no video detection was evaluated. Tim Wolfe mentioned that the TTI evaluation results were very consistent to ADOT's experience regarding speed and volume. He also mentioned that a national announcement requested comments about real-time information systems. Two factors were recommended in the announcement: 90% availability and 85% accuracy. Most of the TTI findings showed that the current ADOT FMS detectors other than PADs could meet the above value in terms of accuracy. Sarath Joshua asked what was the future plan of ADOT in implementing detection devices for the FMS. Tim Wolfe replied that ADOT will plan to use loop detectors wherever possible. Tim Wolfe stated that there is a research project in Arizona Transportation Research Center (ATRC) being funded this year to evaluate the different detection technologies nationwide. ADOT will also conduct field test later on. The project may begin in August 2006.

8. Change the Name/Location of Mesa's Real Time Adaptive Project, MES04-125C
    Alan Sanderson stated that Mesa had an adaptive signal system project included in the Transportation Improvement Program (TIP). The previous selected location, the South Country Club Drive, is no longer suitable for this system due to the improvement of the US60/Country Club Drive interchange and traffic condition. A study to review available real time adaptive signal systems and different locations to implement the system was conducted in Mesa. It was recommended that the SCATS would be implemented in Superstition Springs area. He also distributed background information about the project to the committee members. Alan Sanderson requested the approval of the ITS committee to change the name and location of the project. He confirmed that the ITS infrastructure changes would occur in this area when the project is implemented. A total of 18 or 19 signals will be involved. Faisal Saleem moved, Ron Amaya seconded and it was unanimously carried to approve the change of name and location of Mesa's Real Time adaptive project.

9. Status Reports by Committee Members of ITS Activities
    Ron Doubek mentioned the wireless intersection project to connect traffic signals in east downtown area to the Phoenix TMC. City of Phoenix is also working with Glendale to address the issue of blockage of the fire station driveway due to the backup traffic by using emergency vehicle preemption. Faisal Saleem mentioned that MCDOT had Phoenix fire information coming into the Regional Archived Database System (RADS). MCDOT is also proposing additional servers to improve the current travel time information service. Ron Amaya updated the committee about the installation of the Peoria traffic signal system. A field site survey will be conducted for later purchase of the wireless traffic signal control statewide contract. Ron also mentioned that Peoria is wrapping up the Bell Road ITS project, 90% of which is completed. Peoria also coordinated with Glendale and ADOT on the FMS phase 10-11 projects. Gus Woodman updated the committee that Avondale changed the frequency of the wireless system due to the interference. No additional cost was incurred other than a little delay of the project. Thomas Chlebanowski commented that smart ITS planning is needed for the region. Debbie Burdette mentioned that the City Council of Glendale approved the IGA with ADOT to fund portion of city fiber along Loop 101 and ADOT will approve the cabinet controller contract. Michael Pacelli mentioned that Queen Creek is developing the ITS Master Plan and adding traffic signals to the local streets. Alan reminded the committee that an FHWA survey was sent out two months ago. He is still look

forward to the feedbacks from the committee members. Tim Wolfe mentioned that Loop 303 was returned to ADOT on July 1, 2006. There is no FMS program dedicated to 303 right now. ADOT is looking at the FMS funding in the Regional Transportation Plan (RTP) to address the ITS element needs on Loop 303. He also stated that an article in the newspaper mentioned the possible location of the future South Mountain Parkway at 55th avenue. At last Tim updated the committee the FMS phase 10-11 and phase 9.

10. <u>Next Meeting Date</u>
Next meeting date was announced as 10:00 a.m. on Wednesday, August 2, 2006.

11. <u>Adjournment</u>
Chairman Alan Sanderson adjourned the meeting at 11:10 AM